

Proposed Bicycle and Pedestrian Plan Components

Bicycle Plan Project Deletions

The current Transportation Master Plan (TMP) update effort has taken a very detailed city-wide look at specific bicycle and pedestrian projects for inclusion in the Plan. The facility enhancement development process has evolved since the Bicycle System and Pedestrian Plan were identified in conjunction with the 1996 update. This process has identified numerous new projects to improve the multi-modal transportation network in Boulder. This process has also included a reevaluation of the hundreds of bicycle and pedestrian improvement projects already recommended by the 1996 Plan. Of these, the vast majority have been carried forward for inclusion in this current TMP update. However, twenty-two projects from the 1996 Plan have been recommended for removal from the Plan for a variety of reasons.

The twenty-two projects from the 1996 Plan are listed below, by project type, along with the reason for their recommended removal from this TMP update:

Multi-use Paths

1. Foothills Parkway - from Arapahoe to Colorado - West side

A multi-use path already exists along the east side of Foothills Parkway in this segment for off-street users, and Foothills Parkway has paved shoulders that are adequate for on-street bicyclists. Traffic signals at Arapahoe and Colorado, and an overpass just south of Colorado provide ample crossings of Foothills in this area. A new path on the west side would be redundant.

2. 16th Street Alignment - Cloverleaf Dr. to Wilson Ct.

This pathway connection up the hill toward Norwood is no longer possible to construct since a home has been built on a previously vacant lot.

3. Broadway - Forest Ave. to Recreation Center Access - West side only

A sidewalk already exists in this location, and a wider multi-use path would require taking land from small front yards along Broadway. This isolated short segment of multi-use path would not provide a link in a longer continuous off-street path facility.

4. Table Mesa Drive / Bear Creek - Broadway to Lehigh - Path in median

Constructing a multi-use path in the median of Table Mesa Drive along Bear Creek west of Broadway would require 5 underpasses to be constructed and would be extremely expensive. Previous evaluations have recommended against the construction of this project. A subset of this path that will remain in the Plan is the connection under Table Mesa Drive, west of Broadway. This connection will link the Table Mesa shopping center and transit stop with the west end of the Bear Creek path and the Broadway underpass

On-Street Bike Lanes

5. 9th Street - Baseline to Canyon - Downhill and Uphill Lanes

An uphill bicycle climbing lane already exists on the segment of 9th St. from Canyon to College. The provision of bicycle lanes along both sides of 9th Street would require widening of the roadway, removal of on-street parking, or both in a predominantly residential area with small front yards, large trees, and high parking utilization. The impacts on adjacent residences would be high.

6. Old Pearl Street - Foothills Parkway to City Yards

This segment of Old Pearl serves light industrial land uses and has nearly continuous access and/or irregular parking along the south side and the Goose Creek greenway along the north side. Parallel multi-use paths exist along Goose Creek and along Pearl Parkway. Adding bike lanes would likely result in the removal of parking along both sides of the roadway in this auto-oriented service area that typically has little off-street parking.

7. Pearl Street - 15th to Folsom

This section of Pearl, which is currently experiencing significant redevelopment, has buildings fronting the street R.O.W. , wide sidewalks, highly utilized on-street parking, and a center turn lane serving the grid of side streets. Adding bike lanes would require the removal of either the center turn lane or the on-street parking and recent streetscape improvements. Parallel bike lanes exist along Walnut (one block south) and Pine (two blocks north).

8. Canyon Boulevard - 6th to Folsom

Adding bike lanes to Canyon would require widening both sides of the roadway for the entire length, and would also require a new bridge over the White Rock Ditch. Parallel east-west bikeways exist along Walnut (one block to the north) and the Boulder Creek Path corridor to the south.

9. Walnut Street - 11th to 15th - one way eastbound

This segment of Walnut is part of the downtown one-way loop around the Mall and serves eastbound traffic. Most of this urban corridor has parallel parking on the south side and diagonal parking on the north side. Adding bike lanes would require the removal of the metered diagonal parking which provides some of the most accessible and highly utilized on-street parking in the Downtown area.

10. Baseline - 27th Way to US 36 ramps

Bike lanes do not currently fit underneath the older US 36 bridge. Plans to widen the eastbound on-ramp to two lanes will make the provision of eastbound bike lanes unsafe for cyclists, even after the bridge is widened. A multi-use path exists on the north side and one is planned on the south side of this portion of Baseline.

11. Walnut Street - Foothills Parkway to Boulder Creek

This segment of roadway, which provides dead end access to the businesses in the area, is currently designated as a bike route. There is no through automobile traffic. Curb and gutter has recently been constructed and on-street parking is highly utilized. Adding bike lanes would require the removal of parking or widening of the roadway.

12. Gillaspie Drive - Table Mesa to Greenbriar

Adding bicycle lanes to Gillaspie Dr. would require removal of on-street parking or widening of the roadway for its entire length in an area that is predominantly residential. The removal of parking would also affect the South Boulder Recreation Center and Viele Lake area.

13. Lehigh / Greenbriar - Heidelberg to Longwood

Adding bicycle lanes to this portion of Lehigh and Greenbriar would require removal of on-street parking or widening of the roadway in this residential area. Lehigh already has a southbound bicycle climbing lane from Heidelberg to Cragmoor, and the circuitous alignment of the majority of this segment of roadway (which is currently signed as a bicycle route) should keep automobile speeds relatively low.

Designated Bike Routes

14. 16th Street - Linden to Cloverleaf

This segment of designated bicycle route would have provided an on-street connection to the Cloverleaf to Wilson multi-use path segment discussed above as item 2. Since the multi-use path connection is no longer possible, this section of bike route on 16th is no longer needed as a piece of a north-south bikeway.

15. 37th Street - Baseline to Aurora

This bike route project is not being removed from the Plan, but is being relocated one block east to 38th Street to provide a more direct link between adjacent multi-use path segments.

Bicycle and Pedestrian Underpasses

16. Lee Hill Road at the 9th Street alignment

This underpass was originally identified in the North Boulder Subcommunity Plan. Since that time, the adjacent residential area has been developed and the construction of an underpass is no longer possible. An enhanced at-grade pedestrian crossing has been provided at this location.

17. Foothills Parkway at Wonderland Creek

This expensive underpass of Foothills Parkway would be adjacent to the existing railroad underpass of Foothills Parkway. A multi-use path connection parallel to the railroad, through the existing roadway underpass, is being planned as a connection to the existing multi-use path along 47th Street.

18. BNSF Railroad at Wonderland Creek

An underpass of the railroad at this location (the same basic location as described in item 15 above) would be very expensive. An at-grade railroad crossing is currently provided (and planned for improvement) just to the northeast at 47th Street. The multi-use path connection describe above in item 15 will provide the connection to this at-grade railroad crossing.

Roadway Intersection Improvements

The bicycle and pedestrian portion of the 1996 TMP included the generic recommendation for intersection improvements at numerous intersections in Boulder, but did not provide any specific indication of what was anticipated. Four of these intersections are detailed below and recommended for removal from the plan for the reasons listed.

19. 19th / Iris - A traffic signal is already in place with pedestrian signalization

20. Folsom / Pine - A traffic signal is already in place with pedestrian signalization and bike lanes exist on Pine (west side) and Folsom.

21. 9th / Pine - No obvious intersection deficiency exists.

22. 9th / Mapleton - Pedestrian improvements at this intersection are being removed from the Plan as a result of the recent closure of the Mapleton Elementary School.